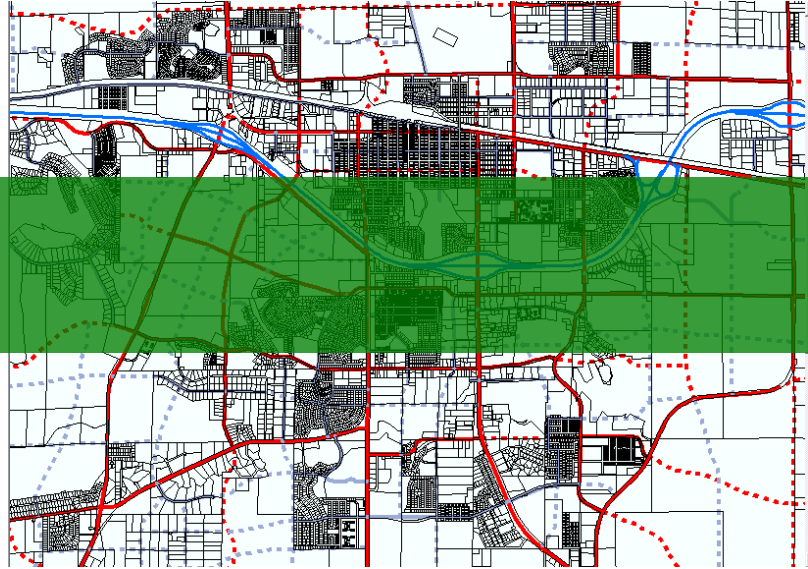





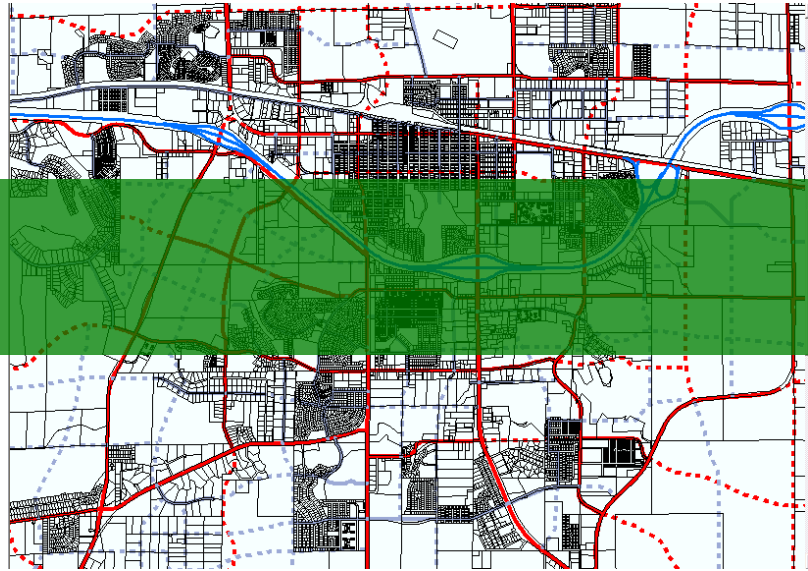


Appendices



-  **A** Public Involvement
-  **B** Growth Scenario Analysis
-  **C** Signal Prioritization Analysis
-  **D** ADA Recommendations
-  **E** Truck Route Information

Appendix A



Public Involvement

STEERING COMMITTEE MEETING #1 KICKOFF MEETING



DOWL HKM

www.dowlhkm.com

COMPUTATIONS

Project #:

10M473.111

Client Name:

Sheet

1 of 1

Project Name:

GILLETTE TRANS. PLAN UPDATE

Prepared by:

Date

11.25.08

Checked by:

Date

NAME	REPRESENTING	EMAIL
John Duncan	DOWL HKM	307 672 9006
MATT RUDER	DOWL HKM	307 672 9006
JEFF ROSENBLUND	DOWL HKM	jrosenlund@hkmia.com
Michael Surface	COB-Planning	michaels@ci.gillette.wy.us
Kurt Siebenaler	C.O.G.	kurt@ci.gillette.wy.us Kurt@ci.gillette.wy.us
Chad Mathews	WYDOT	chad.mathews@dot.state.wy.us
JOSH JUNT	WYDOT	josh.junt@dot.state.wy.us
EVERETT A. BOSS	City Council	EVBOSS@BIGHORNHPD.COM
Mike Muirhead	City of Gillette	Mike@ci.gillette.wy.us
Kevin McCoy	WYDOT	Kevin.McCoy@dot.state.wy.us
Marilee Manalo	WYDOT	Marilee.Manalo@dot.state.wy.us
JARNE ELERSON	Mayor of Gillette	Quare@ci.gillette.wy.us
Phillip Giffin	Campbell County Public Works	pjg08@ccgov.net
Kevin King	" " " "	kck08@ccgov.net
Jim Hloucal	POLICE DEPT.	Jim.H@ci.gillette.wy.us

Gillette Transportation Planning Study Update

Kick-off Meeting Minutes

November 25 2:00 – 3:00 p.m.

City of Gillette, Wyoming

The purpose of this meeting was to discuss the scope of this study, develop lines of communication, develop a list of data needed, finalize a steering committee and set future meeting times.

See attached sign in sheet for the meeting attendees.

The goals of the Transportation Plan Update were reviewed. They are:

- a. Update transportation model
- b. Evaluate future transportation network
- c. Develop priority list of transportation projects including signal projects
- d. Review transportation standards and policies

The 2004 Gillette Transportation Planning Study was discussed. The City, County, and WYDOT have all done projects that fit with this plan. Also, a comprehensive plan and other studies, such as a Parks and Pathways Master Plan and a Rail Crossing Study have been prepared for Gillette since 2004.

Two Meetings are tentatively scheduled for the Steering Committee. The next meeting will be to look at the growth scenarios and initial modeling, and the final meeting will be to comment on the draft report.

Data Gathering – Updated data since 2004 is needed for this update. The following data will be gathered as part of this study.

- a. Crash Data – Crash Data will be available after the first of the year from the city.
- b. Traffic counts / Traffic Studies – Dustin Hamilton and the county will provide the most recent counts and studies.
- c. Rail Crossing Study
- d. Parks and Pathways Master Plan
- e. The “Gillette Plan” Comprehensive Plan
- f. Growth – Socioeconomic Data and Projections – DOWL HKM will get with Dustin and Michael Surface to review projections and growth areas.
- g. Transit Study – Powder River transportation is working on a Transit study for the Gillette area. The City and County are not involved.

The Travel Forecasting / Traffic Analysis process was discussed. DOWL HKM will use the WYDOT TransCAD model. Socioeconomic data by Traffic Analysis Zone (TAZ) will be updated and input into this model. Growth Scenarios will be prepared to coincide with the work being done on the water plan for Gillette. The following items were discussed by the committee:

- a. In Gillette, the external traffic must be considered. The main externals affecting Gillette traffic are the employers outside of Gillette. It was mentioned the city would like to have a meeting with some large employers in the area to get an idea of future employment and growth.
- b. Areas with growth include 350 annexation of RC Ranch, new schools, Gillette college, Northern Drive, Basin Electric (500 now, 1100 by June), Regional retail

sales and associated traffic, and school bus barn may be moved from Burma to 6th.

- c. The fire department is using school data to determine where they will need more fire stations in the future. The future network map should be consulted when considering where to build future stations. For example, it can be difficult to leave the station if the approach is too close to a traffic signal.
- d. The college is growing and will generate a lot of traffic in the future.
- e. Utility bills may be the easiest way to determine socioeconomic data. Utility bills could be used to determine existing populations and the growth used in the water studies will be the starting point for growth in the transportation plan.
- f. The comprehensive plan will not be used to determine growth for the transportation plan update because there has been a lot of growth since the study was completed, and the future growth areas have likely changed.
- g. A new interchange west of Hwy 50 may help alleviate some of the congestion on Hwy 50.
- h. Large employers use motels for housing, which may impact the population numbers.
- i. An inter-county commuter study is being performed. This would give insight into the traffic at the edges of the model.
- j. The NE Wyoming Regional Landfill study showed that a regional landfill probably wouldn't work. However, a new baling facility and Westover drop-off facility are in the works.
- k. Campbell county is in the process of getting R.O.W for Northern Drive.
- l. Eagle Butte Mine has plans to modify highway 14/16 north of Gillette.

The Signal Prioritization part of the plan was discussed. Some areas of concern with traffic signals are the locations with temporary signals, various intersections, and locations where signals exist, but traffic volumes are low. Some areas of concern were noted:

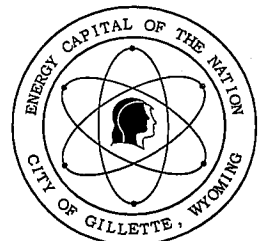
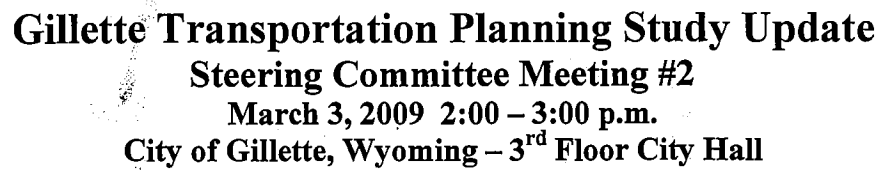
- a. Garner Lake and Warlow
- b. 3rd and Main
- c. 4th and Main
- d. 4th and 4J

The Design Standards that will be reviewed under this update were discussed as follows:

- a. Functional Classification descriptions will be reviewed to make sure WYDOT and the City of Gillette are using the same nomenclature for the various classes of roadway.
- b. Traffic Impact Assessment requirements – The City of Gillette currently requires a traffic impact assessment, but would like a consistent mechanism for requiring development to pay for its share of the impact to the transportation network. Traffic impact fees can provide a systematic mechanism for assessing and collecting the fee.
- c. ADA accessibility standards – Existing standards in the Gillette standard drawings will be reviewed and suggestions made to update them to current standards.
- d. Review existing truck routes – The existing truck routes map will be reviewed and recommendations for future truck routes will be provided.

A Public Open House will be held Thursday, December 4th at 5:00 p.m. at City Hall.

-End of discussion-



Gillette Transportation Planning Study Update

AGENDA

Steering Committee Meeting

March 3rd 2:00 – 3:00 p.m.
City of Gillette, Wyoming – 3rd Floor City Hall

See attached attendee list for list of attendees.

The purpose of this meeting was to give an update on progress of this study, and review work completed to date.

The Goals of the Study were reviewed. They are:

- a. Update transportation model
- b. Evaluate future transportation network
- c. Develop priority list of transportation projects
- d. Signal implementation plan
- e. Review transportation standards and policies

The discussion from the Kickoff meeting was included in the packet for this meeting for the committee's review. Also included were comments from the initial public meeting.

The growth scenarios were reviewed. The scenarios to be used in the modeling are:

- a. Base 2000 Census data – used for model calibration
- b. 2008 Existing conditions data – Population = 31,745
- c. 5yr – Population = 35,000
- d. 10yr – Population = 38,000
- e. Main planning scenario – Population = 50,000

Maps showing the growth scenarios were presented and discussed. It was noted that at this time, no growth has been accounted for outside of the City limits. DOWL HKM will contact Megan with Campbell county planning to identify growth areas outside of the City limits. Once the growth scenarios are finalized, the socioeconomic data will be sent to WYDOT for their trip generation. WYDOT will perform the trip generation and return the production/attraction and origin/destination information to DOWL HKM. DOWL HKM will then perform the modeling.

Kevin McCoy said the study should consider the anti-fossil fuel administration, and the “boom and bust” nature of energy in planning the future transportation network. He felt it is not a good idea to plan for the worst case scenario because it can lead to overbuilding and wasting future generation's money. Phillip Giffin noted that for Campbell County, they would feel short-sighted if they didn't plan for the worst case. With a worst case plan, the improvements can be built when needed. If a downturn in energy happens, some improvements may not be built, or may be built later than projected. Dustin Hamilton noted this study uses the same growth projections as the current water study uses. Also, this study is looking at a population of 50,000 for planning the future network, not a high density, complete buildout scenario.

The future roadway network map and priority project list was reviewed. The methodology behind the future roadway network was briefly discussed. The future network map can be modified, based on modeling results. The following notes were made about the proposed future network:

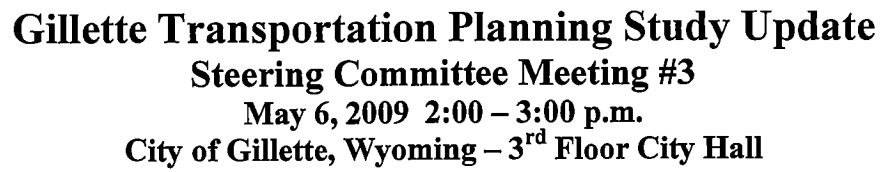
- a. The network in NW Gillette needs to be looked at in more detail. Connection of an interchange west of Highway 50 to Northern Drive would help the network in this area, but topography is a concern.
- b. The future network should be extended further east than Fox Hills Rd.
- c. The road south of Southern Drive has topographical concerns.
- d. A new school is being built on Tanner (new road). Tanner will run from Shoshone to Southern Drive.

The signal prioritization work was reviewed. To date, an initial signalization priority list has been developed based on existing traffic volumes and turning movement counts at select intersections. Results from the travel forecasting model will help refine the priority list for future year's signalization projects. Traffic generated from the new Rec Center will be incorporated into the signal prioritization on the Enzi Drive area.

Progress has been made on some of the other work in this project as follows:

- a. Functional Classification descriptions – Kevin McCoy noted the Federal Highway Administration is changing the number of functional classification descriptions they use. They will no longer use the urban designations for functional classification.
- b. Traffic Impact Assessment requirements – Kevin noted in the discussion in the kickoff meeting about TIF (traffic impact fees) he and the Mayor were talking about Tax Increment Financing. Kevin asked that the difference between the two be made clear in this report.
- c. ADA accessibility standards
- d. Truck Routes – It was noted that the Burma project and the Northern Drive project will change the oversized load routes. Kevin McCoy supplied a draft copy of the new oversized load routes map.

The plan is to complete the modeling this month, have a draft report by mid-April, and have the Steering Committee Meeting #3 and Public Open House at the end of April. A meeting date of May 6 was suggested at 2:00 p.m. The final report will then be issued around mid-May. A council workshop will be held prior to issuing the final report, possibly around the same time as the 3rd steering committee meeting.



Gillette Transportation Planning Study Update

AGENDA

Steering Committee Meeting #3

May 6th 2:00 – 4:00 p.m.

City of Gillette, Wyoming – 3rd Floor City Hall

Purpose of this meeting: receive input on the draft report.

I. Review Goals of the Study

- a. Update transportation model
- b. Evaluate future transportation network
- c. Develop priority list of transportation projects
- d. Signal implementation plan
- e. Review transportation standards and policies

II. Review Draft Report

The Draft Report and Priority List was reviewed and comments received.

III. What's Next?

- a. Public Meeting tonight 5:00 to 7:00 p.m.
- b. Final Report – Mid May



DOWL HKM

www.dowlhkm.com

COMPUTATIONS

Project #:

Client Name:

Sheet _____ of _____

Project Name:

TRANSPORTATION PLAN UPDATE

Prepared by:

Date

Checked by:

Date

SIGN-IN SHEET

NAME

ADDRESS

EMAIL

Tony Kuczyński
Tongs Towing

820 MEMPHIS

~~Tong~~ Low 2 TOW@yahoo.com

Shawn Giegelman

Lot #38 600 S. Gannabaker Rd

Siegelman@yahoo.com

Powder River Office Supply

2009 Gillette Transportation Plan Update

Open House - December 4, 2008

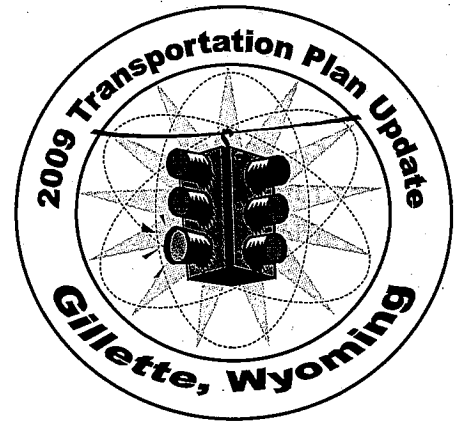
COMMENT FORM

FIRST NAME: JERRY

LAST NAME: BENNETT

STREET ADDRESS: 3407 CRESTLINE CIRCLE

CITY: GILLETTE STATE: WY ZIP: 82716



COMMENTS (enclose additional pages as necessary):

REPAIR BOXELDER WEST FROM HWY 59 TO 4J ROAD AND
NEED RIGHT TURN ONLY LANE OFF OF 59 TO BOXELDER.
CHANGE LANES ON FOOTHILLS EAST AT 14-16 HWY TO A
RIGHT TURN ONLY LANE

MAKE TWO LEFT TURN LANES ON HWY 50 NORTH ON
14-16.

REMOVE TRAFFIC LIGHTS ON GILLETTE AVE AND 3RD ST.
AND REPLACE WITH 4-WAY STOP SIGNS.

BUILD A WALKING PATH ON ECHETA FROM FOOTHILLS
TO 14-16.

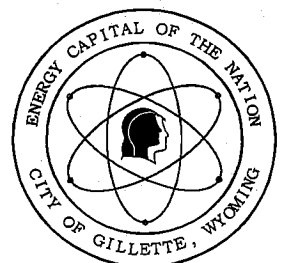
CONSIDER SOME ONE WAY STREETS IN DOWNTOWN AREA

TRAFFIC FROM INTERCHANGE OFF 90 AND HWY 50 NEEDS TO
BE ADDRESSED WITH LIGHTS. TRAFFIC AT PEAK TIMES IS
BACKED UP AND DANGEROUS

FOOTHILLS BLVD NEEDS TO BE STRAIGHTENED



DOWL HKM



2009 Gillette Transportation Plan Update

Open House - December 4, 2008

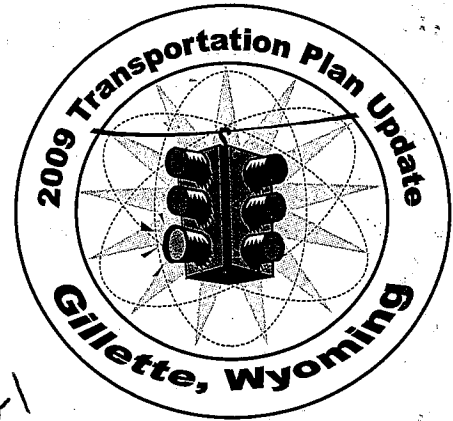
COMMENT FORM

FIRST NAME: Shawn ~~Geigelman~~

LAST NAME: Geigelman

STREET ADDRESS: lot #38 600 S.
Gavner Lake Rd.

CITY: Gillette STATE: WY ZIP: 82716

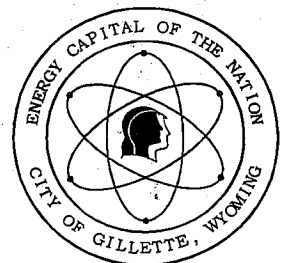


Pg #1

COMMENTS (enclose additional pages as necessary):

Stop light timing needs to be adjusted on Boxelder and maybe Warlow. The light timing on 4th and Gillette is really nice. I could see using this set up on other or new lights, by just adjusting the length of time per direction.

1. I could see new lights at Lakeway/Butler spatha, Enzi, Shonor, Enzi, Sinclair, Enzi Southern Drive, and Warlow, Burma, Gurley and 4th Street.
2. Street maintenance needs to coordinate with water/sewer preventative maintenances. If street repair is needed, but water lines ~~could be held off~~ for replacement is not needed yet. Then do the water line at the time of repair, or upgrade line to accomodate ~~any~~ future needs prior to surface refinish.
3. Maybe consider sub street heating on intersections. - Future Idea to cut snow removal cost in trouble areas.
4. Need to work with rail road and get better ~~noise reduction~~ crossing noise reduction.
5. Plan future Intersection into truck zone to have merge lanes or pull outs.
6. Plan construction expansion or maintenance with heavy traffic conditions detours - like you did with 4-I road. Early Warning or Alternative accesses to area being under construction. ~~in steps~~ - not all at once.
7. Upgrade water run off or drainage tubes to handle large scale snow melt, flood, rainfall etc. in flat areas.



2009 Gillette Transportation Plan Update

Open House - December 4, 2008

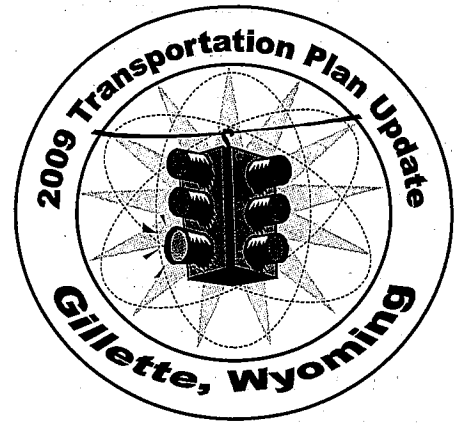
COMMENT FORM

FIRST NAME: Shawn Gregelman

LAST NAME: Pg #2

STREET ADDRESS: _____

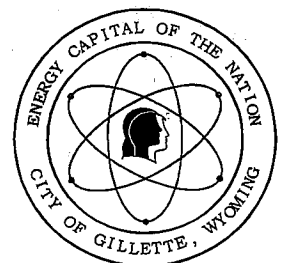
CITY: _____ STATE: _____ ZIP: _____



COMMENTS (enclose additional pages as necessary):

8. Consider Code Change in building codes to accommodate large truck delivery areas or access. Such as areas for loading and unloading. Or change access to trucks smaller than 40' with trailers in residential / commercial areas.

9. Traffic Enforcement



2009 Gillette Transportation Plan Update

Open House - December 4, 2008

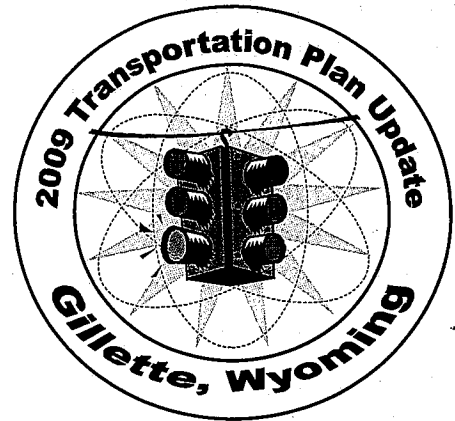
COMMENT FORM

FIRST NAME: ANTHONY

LAST NAME: KNORCZYNSKI

STREET ADDRESS: 410W 1ST ST

CITY: Gillette STATE: WY ZIP: 82716



COMMENTS (enclose additional pages as necessary):

INSTALL street lights AT Burma/warlow, Hannan/warlow,
Brooks/warlow

INSTALL RT TURN LANE off Brooks on TO warlow

INSTALL street lights that work like the ones
AT 3rd/Gillette Ave AND 4th/Gillette Ave
THE WALK-DONT WALK INDICATORS DO
NOT TELL THE DRIVERS WHEN THE LIGHT IS
GOING TO CHANGE

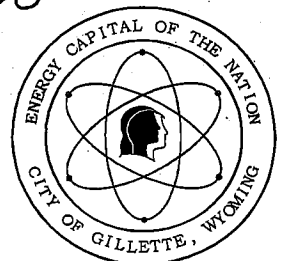
REPLACE LIGHT AT Brooks + 2ND STREET ACTUALLY
ALL OLD STATE LIGHTING SYSTEM NEEDS REPLACED
WITH STATE OF THE ART TECH.

COMMENT SINCE OUR PLANT + MAINT TRAFFIC HAS INCREASED
COMING IN FROM HWY 59 NORTH THERE NEEDS
TO BE TRAFFIC COUNTS AT GURLEY NORTH OF
WARLOW AND HANNAN ROAD. IT IS AS
CONGESTED AS 2ND STREET + HWY 50 SOUTH
DIVER SECTION

MAKE ROAD INTERSECTIONS LONG TRUCK FRIENDLY
CURBS REPAIR THES. ARE HARD
ON TIRES



DOWL HKM



2009 Gillette Transportation Plan Update

Open House - December 4, 2008

COMMENT FORM

FIRST NAME:

Anthony Knefczynski

LAST NAME:

Tony's Towing AND Transportation

STREET ADDRESS:

800 410 W 1ST ST

CITY:

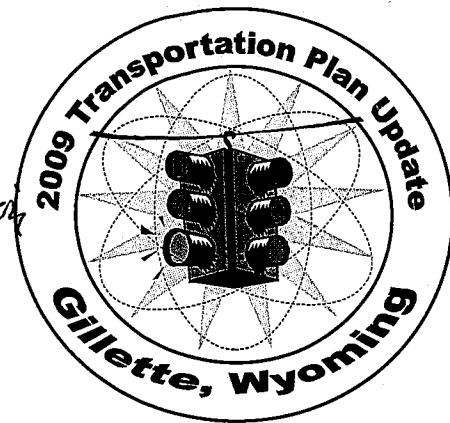
Gillette

STATE:

WY

ZIP:

82216



COMMENTS (enclose additional pages as necessary):

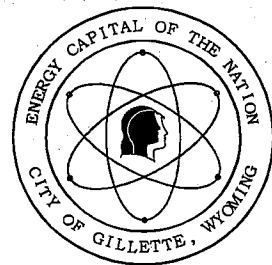
*MAKE (2) TURN LANES going from Lakeview north
on Hwy 59 ITS marked for (2) now*

*FIX EXIT 124 AND Intersection of Hwy 50
AND 2ND street TO flow traffic better
off the Interstate AND into town*

*GET rid of Mg chloride as a snow melting
agent ITS the most Corrosive Agent Ive
EVER SEEN.*



DOWL HKM



COMMENT FORM

FIRST NAME: Deborah

LAST NAME: Proctor

STREET ADDRESS: 3407 Crestline Circle

CITY: Gillette STATE: WY ZIP: 82716



COMMENTS (enclose additional pages as necessary):

Traffic backup at Westown Rd / Hwy 50 and Interstate West Interchange is a nightmare. There needs to be much improved traffic flow with coordinated lights and right turn only lanes.

Man-Hole covers when repaired always create a major obstacle with raised pavement or huge holes.

Westown Rd pass the County transfer station could use more lanes.

Downtown lights on Gillette Ave are irritating. Stop wait for nothing way too often.
(no traffic)

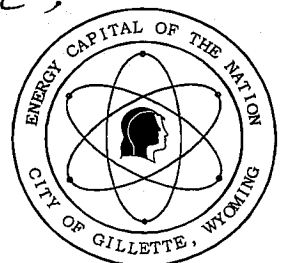
Foothills Rd Curve - needs to be straighten.

NEWTON Road - CORNER not done?

Please
notify me of open house
on study / or send summary
Report -



DOWL HKM



2009 Gillette Transportation Plan Update

Open House - December 4, 2008

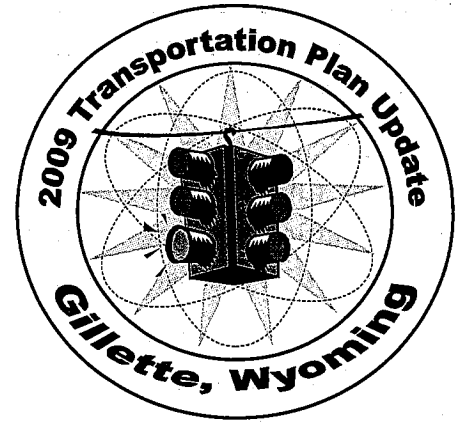
COMMENT FORM

FIRST NAME: Deborah

LAST NAME: Proctor

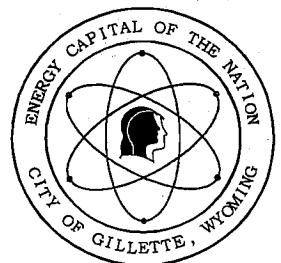
STREET ADDRESS: 3407 Creech Lane Circle

CITY: Gillette STATE: WY ZIP: 82716



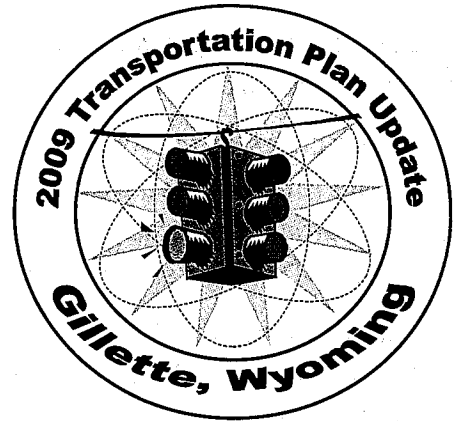
COMMENTS (enclose additional pages as necessary):

It is unsafe to drive on Echeta when there are walkers/bike riders. The lane designated for such does not work with the amount of huge truck traffic on this road. Absolutely need a separate bike/walking path preferably on the North side of ~~Revere~~ Echeta at least 5 feet from actual road. Many low income people live in Westside Mobile Home Court + walk/bike, they deserve a decent walking path as much as the new subdivisions in South Gillette. This area ^(Echeta) needs separation of walkers/bike riders + ~~and~~ drivers.



COMMENT FORM

FIRST NAME: Deborah
LAST NAME: PROCTOR
STREET ADDRESS: 3407 Crestline Circle
CITY: Gillette STATE: WY ZIP: 82716



COMMENTS (enclose additional pages as necessary):

Poor Streets that absolutely need repaired:

Boxelder west of Hwy 59 to 45
needs more lanes Gowley south of overpass (I suggested this at a previous hearing)

Right turn lanes would improve traffic flow
South on the new 59 - why no right turn onto Boxelder
Turn south on Hwy 14-16 from Foothills - Should be
right turn lane ^{only} and a left turn/straight lane

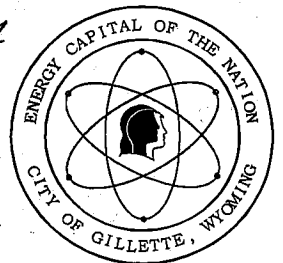
On Hwy 50 at Shell station onto 14-16
more lanes should be 2 left turn lanes with open
into Shell station not one lane devoted
to straight East traffic

Keep lights at 6th street / 45 and Powder Basin
Hwy 50 + Lakeway / moonshiners. too
Do not remove these temporary lights.

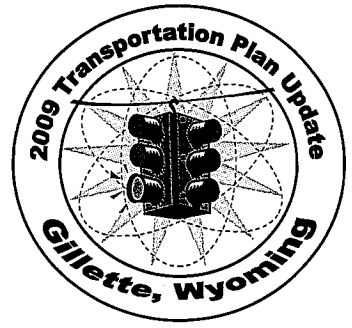
I hate the one way mess around the Post
Office. The intersection at 3rd street is
awful especially when turning left to head west

I would love to see pedestrian traffic over
Gowley.

Am anxious for the Burma extension.
including Boxelder extension + Oak Street
make sure there are traffic lights



Gillette Transportation Planning Study Update
Public Open House #2
May 6, 2009 5:00 – 7:00 p.m.
City of Gillette, Wyoming



Name

Email Address

JEFF ROSENBLUM

MATT RUDEZ

JOSH RICHARDSON

Dane Joslyn

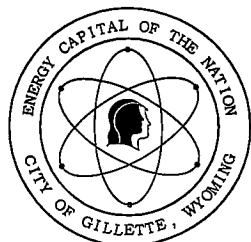
Kevin Kauffman

Doug Ninas

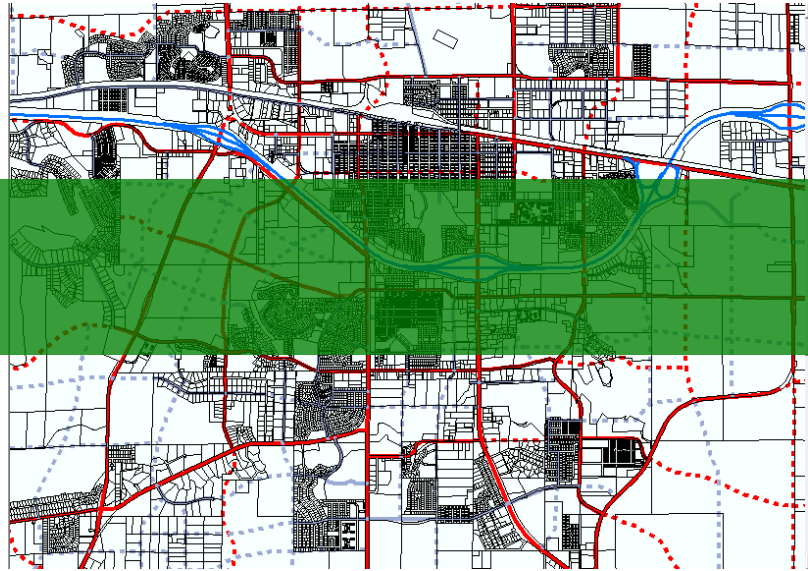
Dan Jensen

Dustin Hamilton

JOE LANE



Appendix B



Growth Scenario Analysis

City of Gillette
2009 Transportation Plan Update
Growth Scenario Discussion

1.1 Existing Conditions (Population: 31,745)

2008 (31,745 population) – Traffic analysis zones (TAZ) were updated based on information obtained from the City of Gillette GIS department, Wyoming Workforce Services, and Campbell County School District. Address points for existing dwelling units were counted for each TAZ. The average number of people per dwelling unit in the 2000 census was used to assign population to the TAZs. The average number of people per dwelling unit in Gillette is 2.72, based on the 2000 census information. For 2008, a population of 31,745 within the existing city limits was used. The Wyoming Department of Workforce Services provided employment information for the majority of the TAZs. Employment for the remaining TAZs was projected using historical data in combination with aerial inspection. Campbell County provided enrollment information for each of the existing schools. Motels offering long-term leasing options were contacted to determine the appropriate number of dwelling units to use for each motel. With the existing conditions identified, the estimated socioeconomic data for the following three scenarios was calculated using the ratios between employment and dwelling units and enrollment and dwelling units.

1.2 5-Year Projection Conditions (Population: 35,000)

2013 (35,000 population) – This 5 year growth scenario was used to evaluate the improvement project and signal prioritization portion of this plan. To estimate where this five year growth would occur, the population was applied to existing subdivisions or subdivisions in the platting and approval process. In 2008, approximately 2000 lots were available or were in the planning process. The additional 3255 people in this growth scenario projected to use approximately 1200 of the existing lots. Priority was given to those lots surrounding or within the areas of higher growth rates observed in the past eight years. Employment data for the 35,000 population scenario was added to growth areas in Gillette zoned commercial or industrial. Through aerial inspection, the commercial/industrial areas with room for growth, as well as the areas identified as having reached maximum capacity, were identified. Identification of these areas allowed the average number of employees per acre to be calculated. The regions at or nearing max capacity had an average density of 5.8 employees per acre, while the lots containing a significant amount of empty space demonstrated average densities near 2.7. By increasing the average employment densities of the locations identified as having room for growth, the estimated number of jobs needed for the five year growth scenario was fulfilled. Additional enrollment was added to TAZs with existing enrollment. The average elementary/junior high school enrollment was added to the TAZs of the schools being built on Tanner Drive and west of Gillette near Westover Road and Overdale Drive. The existing Hillcrest Elementary enrollment was transferred to the location of the new school under construction. High school growth was placed in the TAZ of the south campus, and additional college enrollment was added to the existing college campus.

1.3 10-Year Projected Conditions (Population: 38,000)

2018 (38,000 population) – this growth scenario was used for the signal prioritization and also for roadway improvement project prioritization. The additional 3000 people in this scenario will require approximately 1100 lots. After the 35,000 population scenario, approximately 800 of the existing or planned lots were available. Residential developments identified in the Gillette Plan with a “Final Plat” or “Recorded” status were the primary site for the remaining 300 lots necessary. Similar to the five year growth scenario, employment numbers for this scenario were added to TAZs with projected industrial or commercial growth. Enrollment numbers were increased correspondingly in the TAZs with existing enrollment.

1.4 Population: 50,000

50,000 population – this growth scenario was the main situation for evaluating the future transportation network. The additional 12,000 people in this scenario will require approximately 4400 lots. This growth was assigned to areas identified as residential growth areas by the City of Gillette Comprehensive plan. Most of the required lots were available within the residential developments identified by a status preceding “Final Plat”. Employment numbers for this scenario were added to TAZs with projected industrial or commercial growth within city and county limits. The growth projected for elementary/junior high school enrollment is significant. Using the average existing school enrollment, a need for four new elementary/junior high schools was estimated. These four schools were placed in areas of high residential development. Additional high school and college enrollment was added to the TAZs where the existing institutions are located.

1.5 Externals

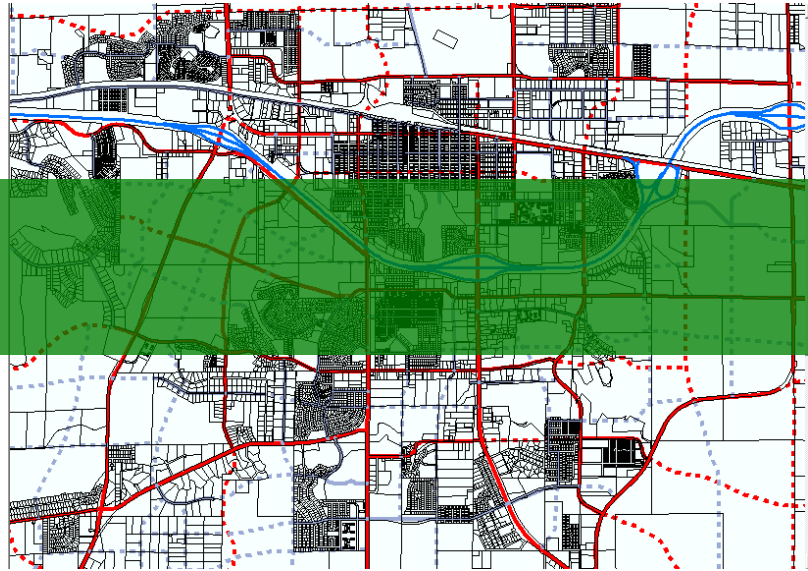
Externals – special consideration had to be given to the fact that Gillette has significant employment centers outside of the modeled area, which attract trips from the residential and commercial areas within the study area. Therefore, employment and dwelling units for each growth scenario lying outside of the study area was estimated, and trips were projected based on the socioeconomic data. One factor having a significant impact on the network is the mines and power plants within the Powder River Basin. The following table contains a list of the major mines/power plants surrounding Gillette and current employment.

Table B-1. Powder Basin Mine/Power Plant Employment.

Mine / Power Plant	Owner	Employment
BELLE AYR	Foundation	318
BLACK THUNDER / COAL CREEK	Arch	1,344
BUCKSKIN	Kiewit	347
CABALLO	Peabody	430
CORDERO ROJO	Rio Tinto	605
DRY FORK	Western Fuels	70
EAGLE BUTTE	Foundation	297
FORT UNION / KFx	KFx Fuels	82

JACOBS RANCH	Rio Tinto	632
NORTH ANTELOPE ROCHELLE	Peabody	1,035
NORTH ROCHELLE	Arch	172
RAWHIDE	Peabody	209
WYODAK	Wyodak Resources	118
BASIN ELECTRIC POWER	Basin Electric	500

Appendix C



Signal Prioritization Analysis

Gillette 2009 Transportation Plan Update

Signal Prioritization Analysis

As part of the Gillette 2009 Transportation Plan Update, DOWL HKM has developed a list of intersections that warrant or are close to warranting traffic signals. A list of potential future signalized intersections was created based on existing traffic volumes. Figure D-1 shows the intersections and their relationship to whether a signal is needed or not. The list was reviewed by City staff and additional intersections (problem areas) were added to the list. After consulting with city staff and reviewing the attached graph, several intersections (highlighted in red on Figure D-1) were deemed most worthy of further investigation. As a result, turning movement counts were performed at 6 intersections during the peak hour and the intersections were prioritized based on the Signal Warrant Analysis process in the Manual of Uniform Traffic Control Devices (MUTCD).

From the traffic count data and model results, the following signal implementation priority list is recommended:

1. Powder Basin / Lakeway (currently has temporary signal)
2. 6th Street / Four J (currently has temporary signal)
3. Powder Basin / Boxelder
4. 4th Street / Gurley
5. Garner Lake / Boxelder
6. Shoshone / Enzi
7. Brooks / Warlow

The priority of signals may change as modeling results from growth scenarios are obtained.

The Warrant Summary for each intersection can be found at the end of this Appendix D. From this initial analysis, the following notes on each intersection were made.

Powder Basin / Lakeway

Traffic volumes and warrant analysis determined the intersection of Powder Basin and Lakeway to be the top candidate; it has a temporary signal currently in use. Five of the possible eight warrants were met for this intersection as follows:

- ü Warrant 1 sets requirements for traffic volumes which must be met for eight hours of an average day. Twelve hours of the day exceeded this requirement.
- ü A similar requirement is set forth in Warrant 2, except the volume is higher and requires only four hours of the specified volumes. Nine hours of the day exceeded this requirement.
- ü Warrant 3 met by this intersection is the peak hour volume. This warrant is intended for application where, for one peak hour of the day, traffic conditions are such that minor-street traffic experiences undue delay or hazard in entering or crossing the main street.
- ü Warrant 7 is intended for application where the severity and frequency of crashes are the principal reason to consider installing a traffic control signal. Warrant 7 was met at this intersection from February 2007 to December 2008.
- ü Warrant 8 is used to maintain roadway network organization. Warrant 8 requires a total volume of 1,000 vehicles entering the intersection during the peak hour of a typical weekday or five hours of a nonnormal business day.

6th Street / Four J

Four J intersections with 4th Street and 6th Street are of concern for congestion. Signalization of 6th Street is the higher priority of the two intersections, and signalization of one intersection should provide adequate platooning for the other intersection to be unsignalized. Previous investigation found 6th Street intersection worthy of a temporary signal which is currently in place. Construction of Burma Road may result in a significant traffic increase along 6th Street, (a signal is planned at Burma and 6th St.) therefore a signal at this intersection will be crucial. Additional turn lanes or protected turn phasing may be necessary at this location to minimize delay on 6th Street.

Powder Basin / Boxelder

Only one of the eight warrants were met for the intersection of Powder Basin and Boxelder; Warrant 6 – the coordinated signal system warrant. This warrant is used at intersections where adjacent traffic control signals may not provide the necessary degree of platooning and signalization of the intersection may aide in providing a progressive operation. Greater than half the required hours for Warrants 1 and 2 were also met during the study period. South of Boxelder, Powder Basin provides one of the primary accesses to the Wal-Mart / K-Mart / Albertson's shopping center. Due to the multiple access points available to the shopping center, it is assumed the congestion observed exiting the shopping center via this intersection is often avoided, and signalization of this intersection would increase its capacity.

4th Street / Gurley

The fourth priority in the network is the intersection of 4th Street and Gurley. The roadway network warrant (Warrant 8) was the only warrant met; however, three hours of Warrant 1 Condition A (Minimum Vehicular Volume) were also met.

Garner Lake / Boxelder

The intersection of Garner Lake and Boxelder is fifth on the priority list. This intersection did not meet any of the requirements for any of the warrants. However, signalization of the intersection could be rationalized due to its size. Garner Lake and Boxelder are both arterial roadways with four and five lanes at each approach, respectively. Relying on stop signs to halt several lanes of traffic could be hazardous due to location in the drivers' perspective, especially as traffic volumes increase and this area of Gillette is developed. Modeling results from growth in the southeast quadrant of Gillette may justify a signal at this intersection in the near future.

Shoshone / Enzi

Sixth on the list is the intersection of Shoshone and Enzi. This intersection also failed to meet requirements for any of the warrants. Excessive delays were not observed at this intersection. Future analysis is recommended as development continues in this area. Also, future modeling work will evaluate the proximity of existing signal at Slate St. and signal priority for Slate, Sinclair and Shoshone.

Lakeway / Dogwood

The Lakeway/Dogwood intersection has enough volume to fall within the signalized intersection area on the Figure. However, this intersection is between signals at Powder Basin / Lakeway and Four-J / Lakeway, and likely sees enough platooning from these two signals to allow traffic from Dogwood onto Lakeway. This intersection will be reevaluated with modeling results.

Brooks / Warlow

Rounding out the bottom of the initial list is Brooks and Warlow. Congestion at this intersection was found to be minimal, compared to the others on the list, but will be reanalyzed and reprioritized with modeling results.

1.1 Evaluation with 5YR forecast (Population =35,000)

For this evaluation, traffic volumes from the model were used to plot the intersections based on minor and major street ADT volumes. Figure D-2 shows the intersections and their volumes, and whether a signal may be needed or not. A list of currently non-signalized intersections (based on total volume) is as follows:

Table D-1

Committed Network (Population: 35,000)	
Intersection	Total Intersection Volume (Hourly)
Highway 59 & Sinclair	3,225
Highway 59 & 6 th Street	2,940
Boxelder & Powder Basin	2,478
Butler Spaeth & Lakeway	2,441
Gurley & 4 th Street	2,268
Butler Spaeth & 12 th Street	2,255
Highway 59 & 8 th Street	2,191
Lakeway & Dogwood	2,162
Oakcrest & Lakeway	2,157
Lakeway & Powder Basin	2,145
Highway 59 & Shoshone	2,082
Garner Lake & Butler Spaeth	2,054
Butler Spaeth & Country Club	2,020
Warlow & Brooks	2,006
Burma & Warlow	1,920
4J & 4 th Street	1,875
Gurley & 9 th Street	1,861
Garner Lake & Boxelder	1,834
Garner Lake & Collins	1,808
4J & 6 th Street	1,723
Southern & Enzi	1,538
Highway 51 & Butler Spaeth	1,478
Lakeway & Boxelder	1,442
Gurley & Kluver	1,436
Enzi & Shosone	1,323

1.2 Evaluation for 10YR forecast (Population =38,000) Proposed Network

For this evaluation, traffic volumes from the model were used to plot the intersections based on minor and major street ADT volumes. Figure D-3 shows the intersections and their relationship to whether a signal is needed or not. A list of currently non-signalized intersections (based on total volume) is as follows:

Table D-2

Proposed Network (Population: 38,000)	
Intersection	Total Intersection Volume (Hourly)
Highway 59 & Sinclair	3,476
Highway 59 & 6th Street	2,855
Butler Spaeth & Lakeway	2,756
Boxelder & Powder Basin	2,717
HWY 59 & Union Chapel	2,628
Highway 51 & Butler Spaeth	2,584
Butler Spaeth & 12th Street	2,472
Oakcrest & Lakeway	2,468
Lakeway & Powder Basin	2,359
Lakeway & Dogwood	2,319
Burma & Warlow	2,112
Highway 59 & Shoshone	2,099
Butler Spaeth & Country Club	1,998
Garner Lake & Boxelder	1,987
Garner Lake & Collins	1,859
Southern & Enzi	1,842
4J & 4th Street	1,780
Gurley & 4th Street	1,719
4J & 6th Street	1,679
Warlow & Brooks	1,613
Enzi & Shosone	1,564
Garner Lake & Butler Spaeth	1,557

It appears the traffic generated from the 35,000 and 38,000 population growth scenarios are affecting intersections in the areas with growth, such as around Enzi and southern Butler Spaeth as well as on arterial roads serving these growth areas, such as Butler Spaeth, Lakeway, Enzi, and Garner Lake Road. From these model results, a few of the intersections should be discussed further as follows:

1. Powder Basin / Lakeway (currently has temporary signal) – The model results show this intersection increasing slightly. However, this location is still top priority, because it warrants a signal based on the existing count volumes.
2. 6th Street / Four J (currently has temporary signal) – This intersection is still second priority, and this signal serves two purposes. It signalizes 6th and Four J, and provides gaps for 4th and Four J. As growth occurs, 4th and Four J may prove to need a signal. However, classification of 6th Street as an Arterial and installation of a signal at 6th and

Four J may pull some traffic from 4th Street, reducing the need for a signal at 4th and Four J.

3. Powder Basin / Boxelder – The modeling results show a signal will be needed soon at Powder Basin and Boxelder, due to the increasing traffic on Boxelder.
4. 4th Street / Gurley – The high amount of modeled traffic assigned to Gurley may make this intersection one of the next to be signalized. However, it may be better to place the signal at the intersection of 6th Street and Gurley.
5. Garner Lake / Boxelder – Growth in this area is needed to justify a signal at this location. Based on model results, a signal may be needed sooner at an intersection such as Butler-Spaeth and Lakeway.
6. Sinclair / Enzi – A signal will soon be needed in this area. Placing the signal at Sinclair / Enzi appears to fit the model results the best. If a signal is placed here, the signal at Slate Street may be able to be removed and the High school entrance reconfigured to intersect Enzi directly across from Sinclair.
7. Brooks / Warlow – Based on modeling results, it appears several other intersections will be ready for a signal before Brooks/Warlow. One example is Burma / Warlow.

In summary, it does appear that the initial signal prioritization based on intersection counts is accurate for at least the top 3 or 4 intersections. Through further discussion with City officials, and coordinating with other roadway improvement priorities, the following priority list was developed.

TRANSPORTATION IMPROVEMENT PLAN – SIGNAL PRIORITY PROJECTS

CONSTRUCTION YEAR (APPROX.)	PROJECT
2009	6th Street and 4J Intersection Traffic Signal
2011	Enzi Drive and Sinclair St. Intersection Traffic Signal
2012	6th Street and Gurley Ave. Intersection Traffic Signal
2012	Powder Basin Ave. and Boxelder Road Intersection Traffic Signal
2013	6th Street and Hwy 59 Intersection Traffic Signal
2014	Boxelder Road and Garner Lake Road Intersection Traffic Signal

Signal Warrant Analysis

1.1 Background and Existing Conditions

1.1.1 Powder Basin / Lakeway

- *Approaches:* 4
- *Control:* Temporary signal (2 phase)

1.1.1.1 Powder Basin

- *Lane Configuration:* North approach has right turn lane and shared left/through lane. South approach has left turn lane and a shared right/through lane.
- *Notes:* Powder Basin dead ends south of Lakeway.

1.1.1.2 Lakeway

- *Lane Configuration:* Each approach has a through lane, a designated left turn lane, and a shared right/through lane.

1.1.2 Powder Basin / Boxelder

- *Approaches:* 4
- *Control:* Two-way stop with stop signs located at both Powder Basin approaches

1.1.2.1 Powder Basin

- *Lane Configuration:* North approach has a shared right/left/through lane. South approach has a shared left/through lane and a right turn lane.
- *Notes:* Powder Basin is the only access to a storage facility on the north side of Boxelder. There are no pavement markings on the north approach and no outlet north of Boxelder. (The few vehicles traveling northbound through the intersection, during the counting period, used the right turn lane.) The majority of congestion observed was due to insufficient gaps on Boxelder for northbound traffic to make left hand turns.

1.1.2.2 Boxelder

- *Lane Configuration:* The west approach has a shared left/through/right lane, and the east approach has a shared through/right lane and a designated left turn lane.

1.1.3 Garner Lake / Boxelder

- *Approaches:* 4
- *Control:* All-way stop

1.1.3.1 Garner Lake

- *Lane Configuration:* Both approaches are composed of a shared left/through lane and a shared right/through lane.

1.1.3.2 Boxelder

- *Lane Configuration:* Each approach has a through lane, a shared right/through lane, and a center left turn lane.

1.1.4 4th Street / Gurley

- *Approaches:* 4
- *Control:* Two-way stop with stop signs located at both 4th Street approaches

1.1.4.1 4th Street

- *Lane Configuration:* Both approaches are composed of shared right/through lanes and room for left turning vehicles to queue.

Figure D-1
Intersection Volumes (2006 Traffic Counts)

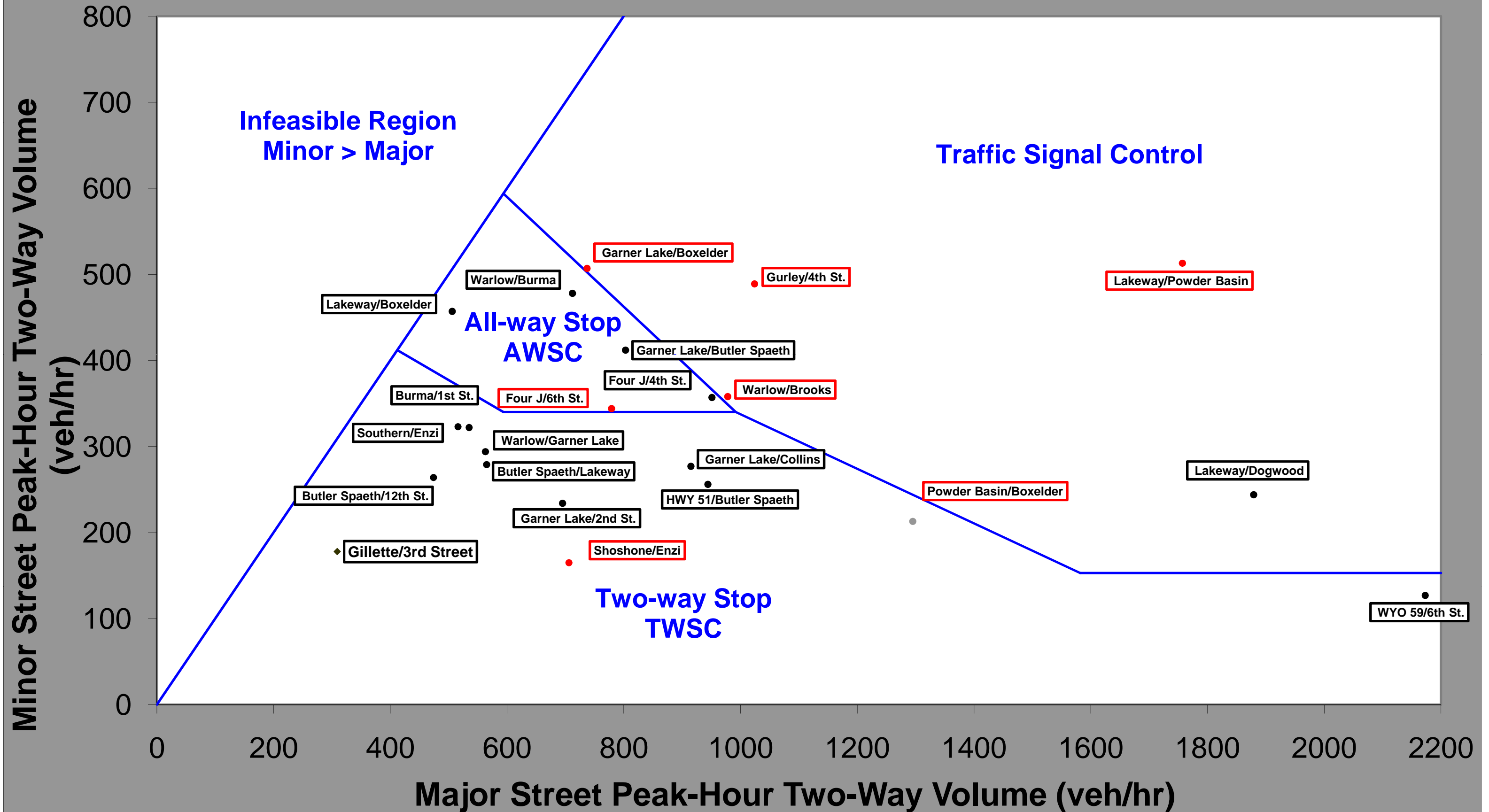


Figure D-2
Intersection Volumes (Population: 35,000)

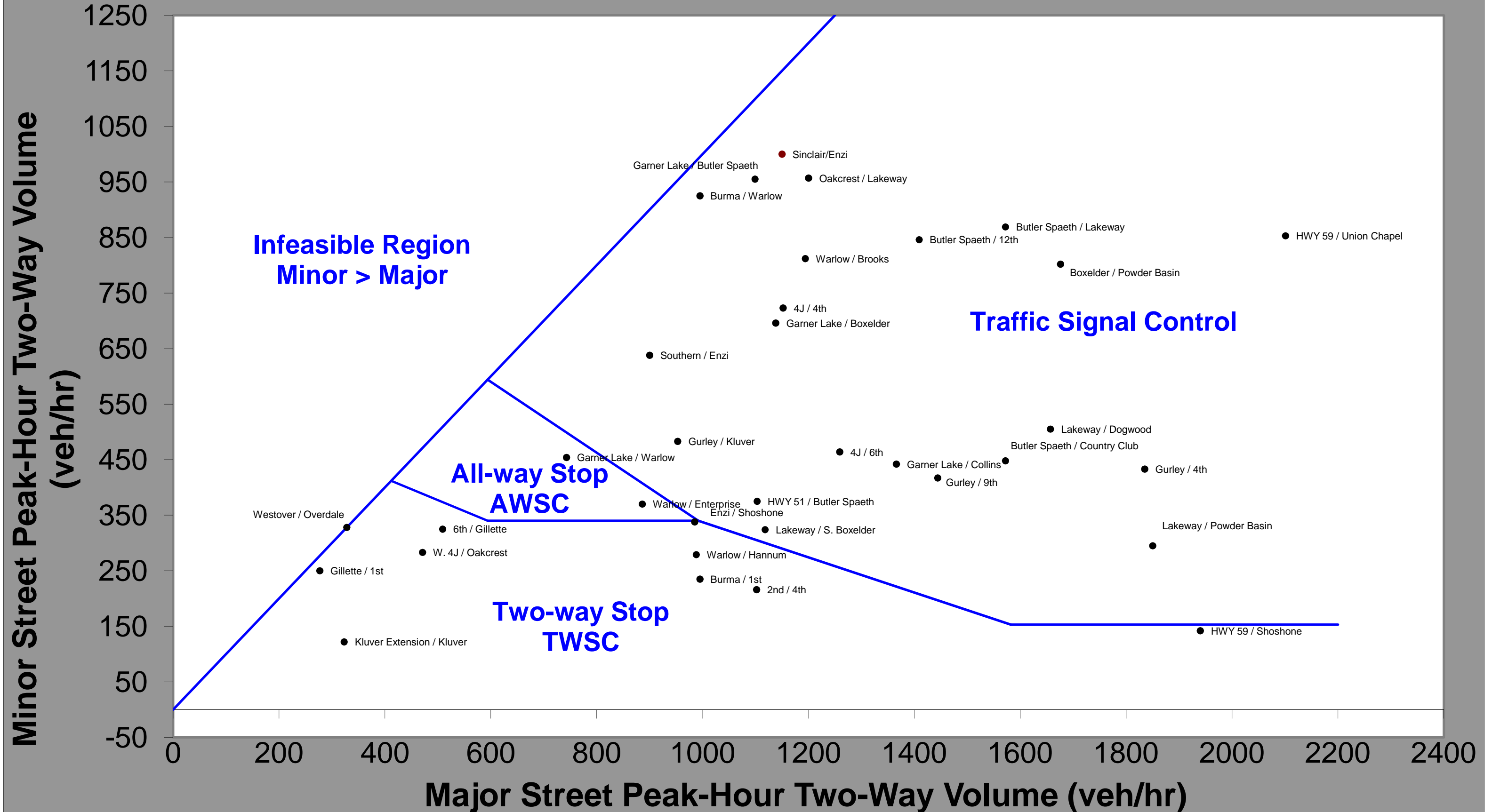
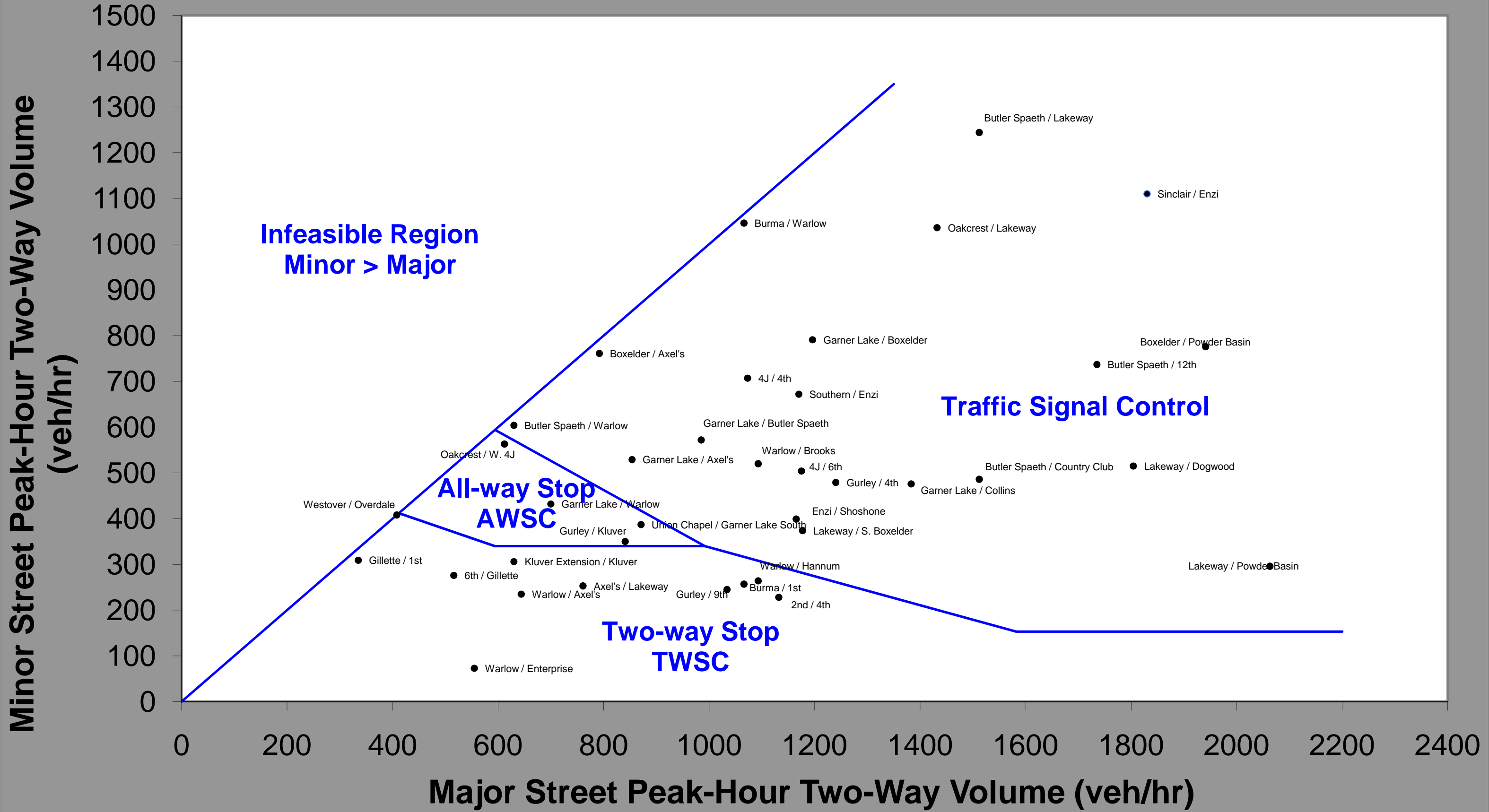


Figure D-3
Intersection Volumes (Population: 38,000)



1.1.4.2 Gurley

- *Lane Configuration:* One shared left/through/right lane in each direction.
- *Notes:* The intersection is located directly south of the railroad overpass which has an steep grade. Left turning vehicles queued in the intersection allowing through/right vehicles to pass while intersection traffic counts were performed.

1.1.5 6th Street / Four J

- *Approaches:* 4
- *Control:* Temporary signal

1.1.5.1 6th Street

- *Lane Configuration:* One shared left/through/right lane in each direction.

1.1.5.2 Four J

- *Lane Configuration:* Both approaches are composed of a shared right/through lane and a designated left turn lane.

1.1.6 Brooks / Warlow

- *Approaches:* 3
- *Control:* Stop sign located at Brooks approach

1.1.6.1 Brooks

- *Lane Configuration:* One designated left turn lane and one designated right turn lane.

1.1.6.2 Warlow

- *Lane Configuration:* A through lane in each direction, a shared left/through lane for eastbound traffic, and a shared right/through lane for westbound traffic.
- *Notes:* Little congestion was observed while intersection traffic counts were performed.

1.1.7 Shoshone / Enzi

- *Approaches:* 4
- *Control:* Two-way stop with stop signs located at both Shoshone approaches

1.1.7.1 Shoshone

- *Lane Configuration:* Both approaches contain shared left/through and designated right turn lanes.

1.1.7.2 Enzi

- *Lane Configuration:* Both approaches have shared right/through lanes and a center left turn lane.

The two tables shown below provide the time and location of the traffic counts performed to conduct this study. Table 1-1 is a record of the hose counts completed and Table 1-2 shows the intersection traffic counts.

Table XX. Hose count locations.

Date	Start Time	Count Number	Road	Location
1/20/2009	14:30	101	Lakeway	west of Powder Basin
1/20/2009	14:45	102	Dogwood	north of Lakeway
1/21/2009	14:15	103	Sinclair	east of Enzi
1/20/2009	15:00	104	Enzi	south of Shoshone
1/21/2009	15:15	106	Gurley	north of Lincoln
1/21/2009	14:45	107	Warlow	west of Brooks
1/21/2009	15:00	108	Brooks	south of Warlow

Table XX. Turning movement counts.

Date	Start/Finish	Count Number	North/South Road	East/West Road
1/20/2009	16:15/18:00	211	Powder Basin	Lakeway
1/20/2009	16:15/18:00	212	Enzi	Shoshone
1/21/2009	16:00/18:00	213	Gurley	4th
1/21/2009	16:00/17:30	214	Brooks	Warlow
1/22/2009	16:00/18:00	215	Garner Lake	Boxelder
1/22/2009	16:00/18:00	216	Powder Basin	Boxelder

1.1.8 Powder Basin / Boxelder

Only one of the eight warrants were met for the intersection of Powder Basin and Boxelder; Warrant 6 – the coordinated signal system warrant. This warrant is used at intersections where adjacent traffic control signals may not provide the necessary degree of platooning and signalization of the intersection may aide in providing a progressive operation. Greater than half the required hours for Warrants 1 and 2 were met during the study period. South of Boxelder, Powder Basin provides one of the primary accesses to the Wal-Mart / K-Mart / Albertson's shopping center. Due to the multiple access points available to the shopping center, it can be assumed that the congestion is observed exiting the shopping center via this intersection and is often avoided, and signalization of this intersection would increase its capacity.

1.1.9 4th Street / Gurley

The warrant summary shows only one warrant for this intersection was met. The roadway network warrant (Warrant 8) was the only warrant met; however, three hours of Warrant 1 Condition A (Minimum Vehicular Volume) were also met.

1.1.10 Garner Lake / Boxelder

This intersection did not meet any of the requirements for any of the warrants. But, signalization of the intersection could be rationalized due to its size. Garner Lake and Boxelder are both arterial roadways with four and five lanes at each approach, respectively. Relying on stop signs to halt several lanes of traffic could be hazardous due to location in the drivers' perspective, especially as traffic volumes increase and this area of Gillette is developed.

1.1.11 Shoshone / Enzi

This intersection also failed to meet requirements for any of the warrants. Excessive delays were not observed at this intersection. Future analysis is recommended as development continues in this area.

1.1.12 Brooks / Warlow

Congestion at this intersection was also found to be minimal, but should be reanalyzed in the future.

1.1.13 6th Street / Four J

Four J intersections with 4th Street and 6th Street are also of concern for being too congested. Signalization of 6th Street is the higher priority of the two intersections, and signalization of one intersection should provide adequate platooning for the other intersection to be unsignalized. Previous investigation found 6th Street intersection worthy of a temporary signal which is currently in place. Construction of Burma Road will result in a significant traffic increase along 6th Street, and a signal at this intersection will be crucial.

1.1.14 Powder Basin / Lakeway

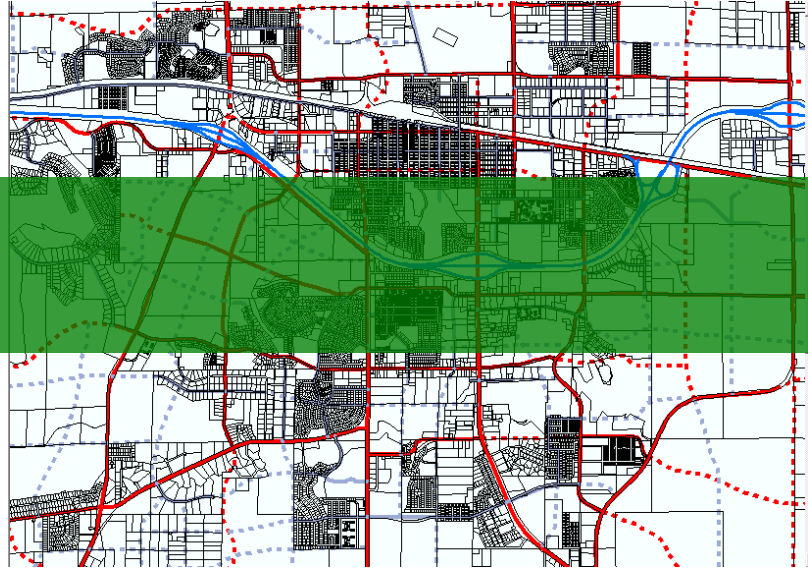
Traffic volumes and warrant analysis determined the intersection of Powder Basin and Lakeway to be the top candidate.

Four of the possible eight warrants were met for this intersection. Warrant 1 sets requirements for traffic volumes which must be met for eight hours of an average day. Twelve hours of the day exceeded this requirement. A similar requirement is set forth in Warrant 2, except the volume is higher and requires only four hours of the specified volumes. Nine hours of the day exceeded this requirement. The third warrant met by this intersection is the peak hour volume. This warrant is intended for application where, for one peak hour of the day, traffic conditions are such that minor-street traffic experiences undue delay or hazard in entering or crossing the main street. Warrant 8 is used to maintain roadway network organization. Warrant 8 requires a total volume of 1,000 vehicles entering the intersection during the peak hour of a typical weekday or five hours of a nonnormal business day.

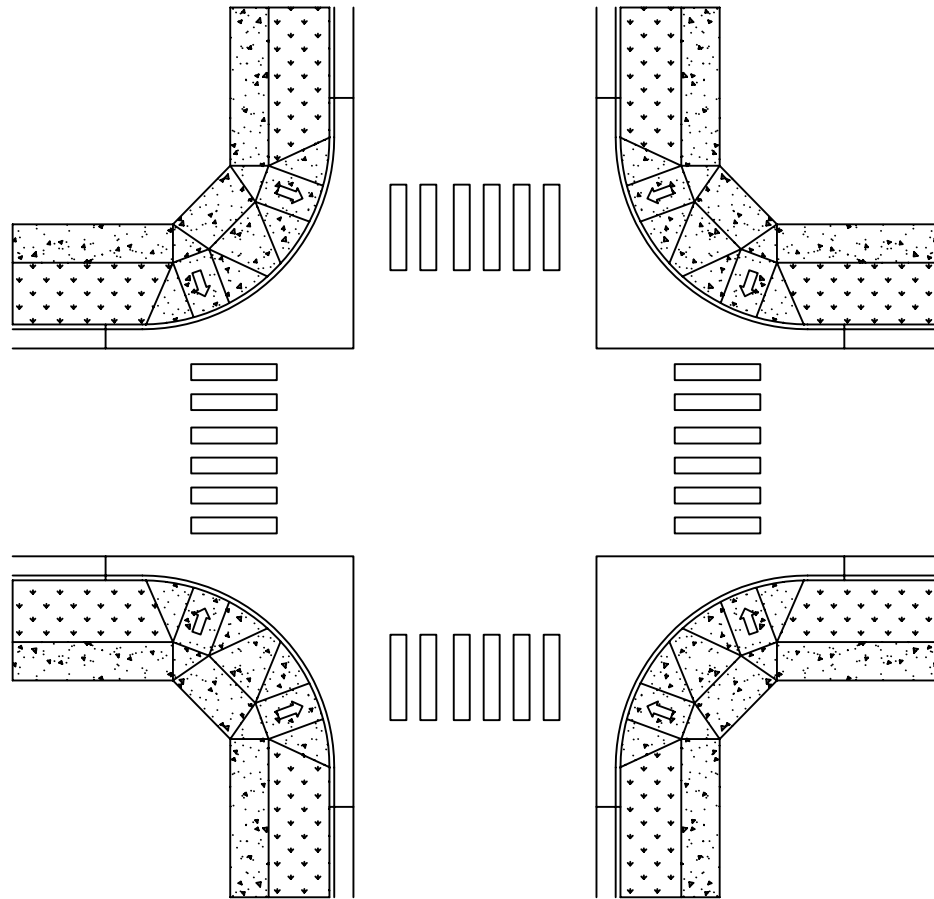
1.2 Considerations

The college, CCHS south campus, and the neighborhood west of Enzi on Shoshone have grown significantly in the past several years and growth in this area is expected to continue. Intersections along Enzi that have been and will continue to be impacted by growth in this area are West 4J, Sinclair, Slate and Shoshone. There is an existing traffic signal at West 4J and Enzi and at Slate and Enzi. An intersection traffic count was completed at the intersection of Shoshone and Enzi and directional hose counts were obtained for Sinclair east of Enzi and Enzi south of Shoshone. In addition to the data collected during this study site traffic generated by Kadrmas, Lee & Jackson, Inc. for the Campbell County Recreation Center was analyzed. The generated site traffic for the recreation center was added to the data collected in the 2009 counts and used to complete a traffic signal warrant for the intersection of Shoshone and Enzi. The results show that a traffic signal is not necessary. Traffic volumes and delay in the area should be evaluated periodically. Implementation and coordination of a signal system along Enzi from West 4J to Shoshone may be necessary in the future to provide high school and college traffic access to the network.

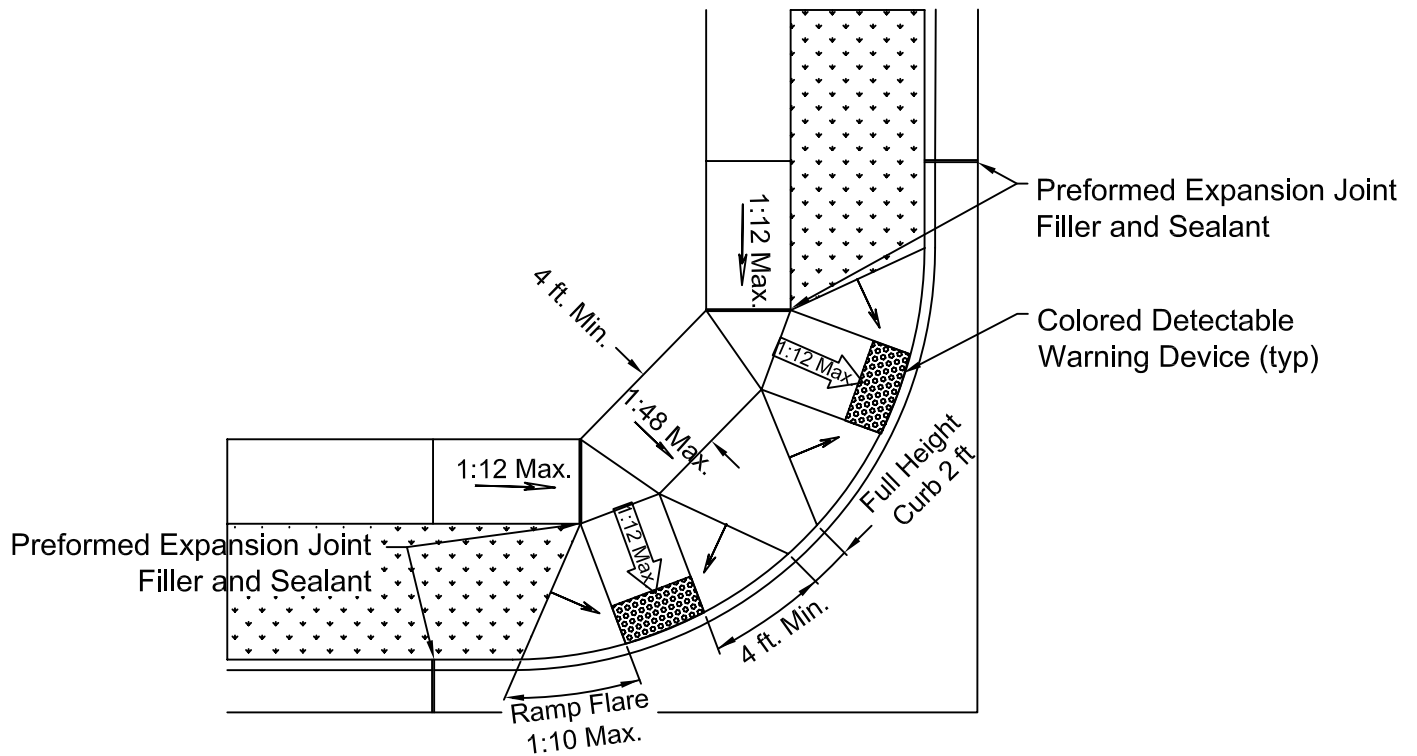
Appendix D



ADA Recommendations



Detached Sidewalk - Back to Back Ramps



City Of Gillette
DEPARTMENT OF ENGINEERING
P.O. BOX 3003, 201 E. 5TH STREET
GILLETTE, WYOMING 82717
PHONE: (307) 686-5265

HANDICAP RAMP Corner - Detached Sidewalk

PROJECT NO.

DRAWING NO.

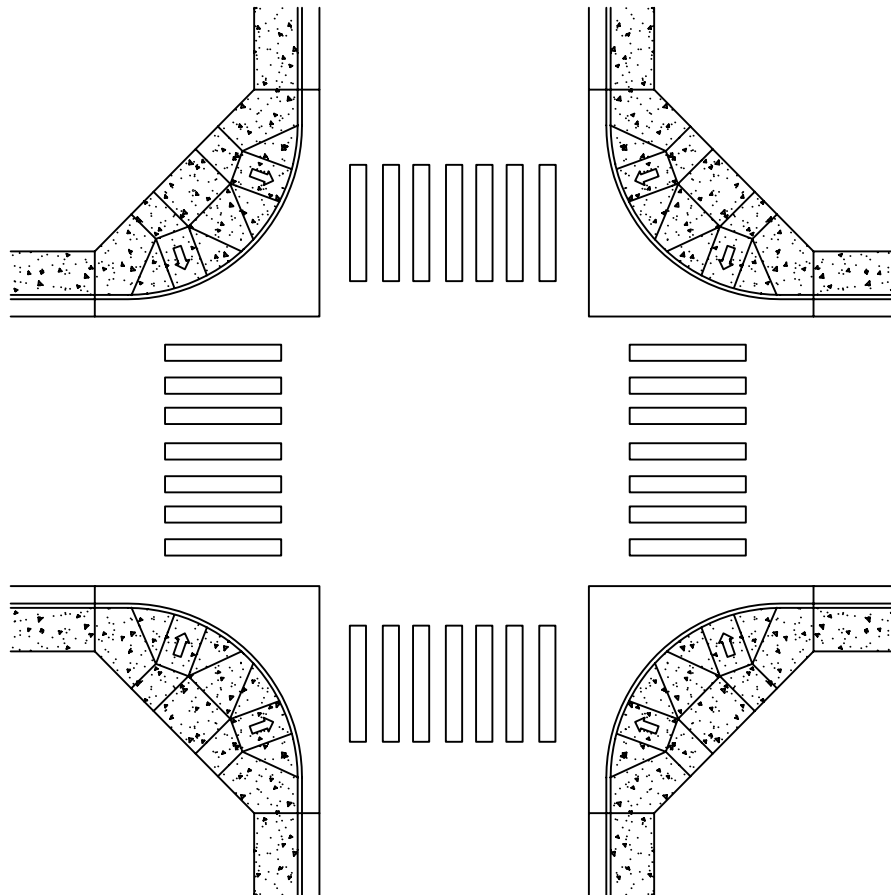
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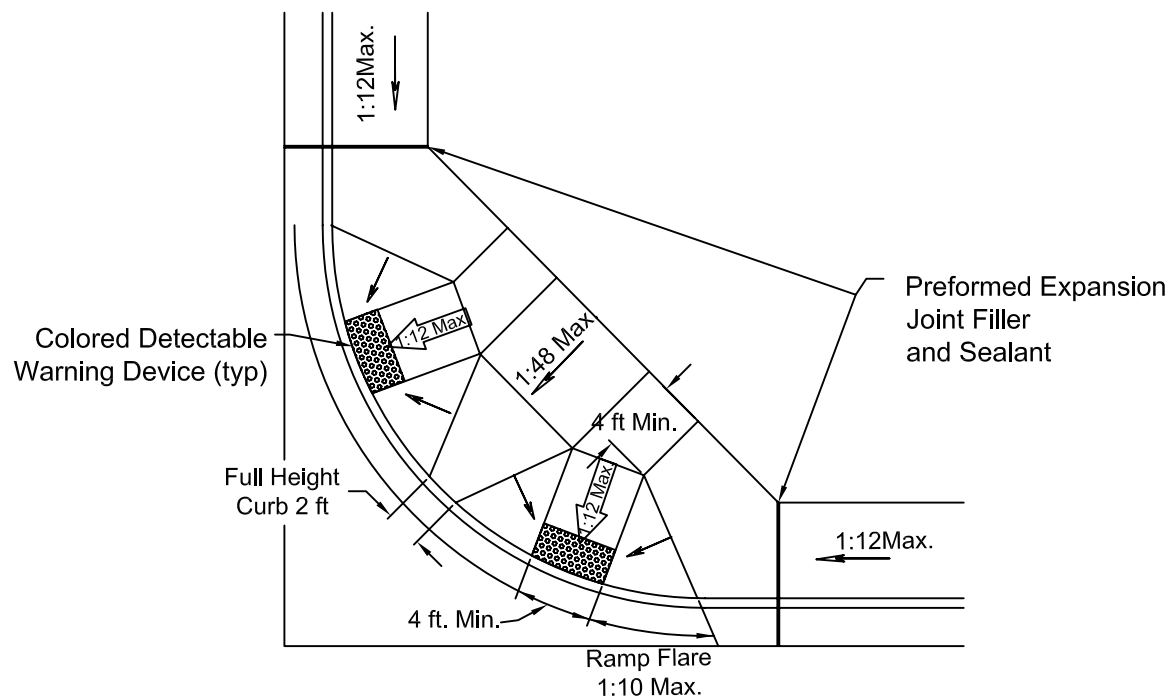
APPROVED BY: CITY ENGINEER _____

DATE: 06/04

LAST REVISION: 01/14/09



Diagonal Corner - Back to Back Ramps



City Of Gillette
DEPARTMENT OF ENGINEERING
P.O. BOX 3003, 201 E. 5TH STREET
GILLETTE, WYOMING 82717
PHONE: (307) 686-5265

HANDICAP RAMP Corner - Attached Sidewalk

PROJECT NO.

DRAWING NO.

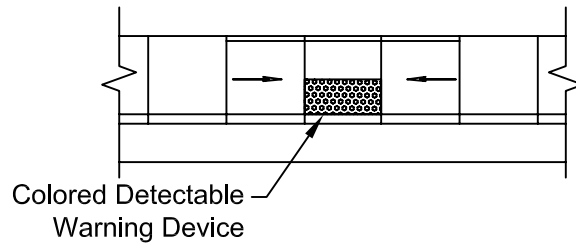
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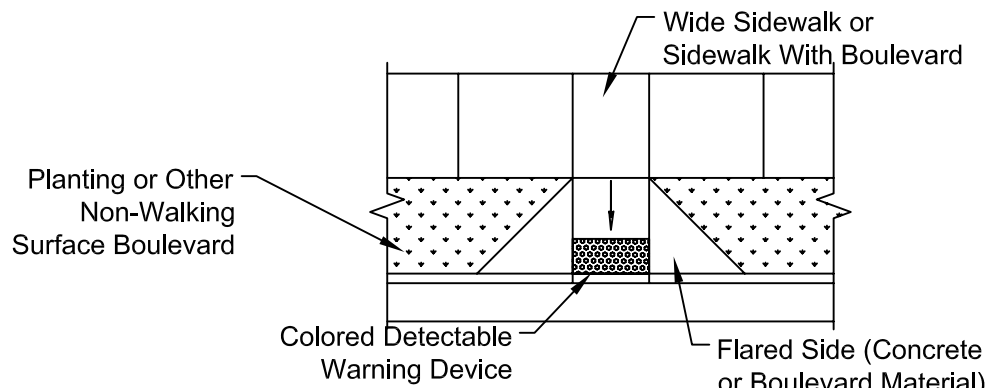
APPROVED BY: CITY ENGINEER _____

DATE: 06/04

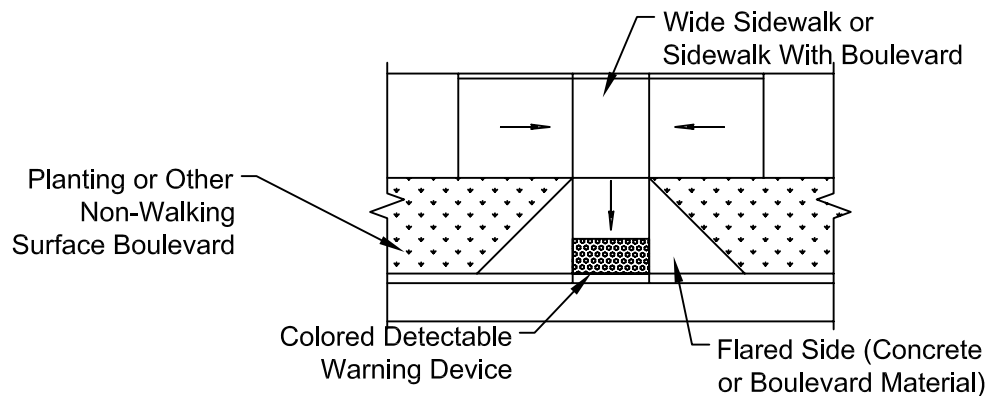
LAST REVISION: 01/14/09



Parallel Public
Sidewalk Curb Ramp



Perpendicular Public
Sidewalk Curb Ramp



Combined
Parallel/Perpendicular Public
Sidewalk Curb Ramp



City Of Gillette
DEPARTMENT OF ENGINEERING
P.O. BOX 3003, 201 E. 5TH STREET
GILLETTE, WYOMING 82717
PHONE: (307) 686-5265

HANDICAP RAMP

Parallel Sidewalk

PROJECT NO.

DRAWING NO.

02530-07

DRAWN BY: _____

APPROVED BY: CITY
ENGINEER _____

DATE: 01/09

LAST
REVISION: _____

WYOMING DEPARTMENT OF TRANSPORTATION
SUPPLEMENTARY SPECIFICATION
FOR
COLORED DETECTABLE WARNING DEVICES FOR SIDEWALKS

DESCRIPTION: Provide and install colored detectable warning systems at curb ramps and other locations as required in the contract and in accordance with the Americans with Disabilities Act (ADA) requirements for a tactile warning system for the blind and visually impaired.

MATERIALS: Provide one of the following approved treatments for new concrete:

Manufacturer	Product Name	Description
Cape Fear Systems, LLC	Alert cast	Rigid polyester composite panels which embed in fresh concrete
Arcis Corporation	ADA Arcis Tactile Detectable Warning Panels	Thin reinforced high strength concrete tiles which embed in fresh concrete
Detectable Warning Systems, Inc.	E-Z Set	Ceramic composite panels which embed in fresh concrete
East Jordan Iron Works, Inc.	Truncated Dome Detectable Warning Plates	Cast iron plates which embed in fresh concrete
MetaDome, LLC	Metal Panel (Stainless Steel)	Color coated stainless steel panels which embed in fresh concrete
Advantage Tactile Systems	Stainless steel detectable/tactile warning surfaces	Color coated stainless steel panels which embed in fresh concrete
ADA Solutions, Inc.	ADA Replaceable (Wet-Set) Stainless Steel Tactile Unit	Color coated stainless steel panes which embed in fresh concrete

SS-600B
Page 2 of 2
Revised 10-01-08

Color of Detectable Warnings - Provide a brick red color when contrasting against grey concrete or as otherwise provided in the contract. Ensure detectable warnings provide a 70% light contrast (light against dark or dark against light) against surrounding concrete surfaces.

CONSTRUCTION: Install colored detectable warning devices in conformance to the manufacturer's recommendations. Provide two copies of the manufacturers recommendations to the engineer prior to installation. Ensure the manufacturer's recommendations detail surface cleaning, installation requirements and permissible weather and other environmental conditions for installation.

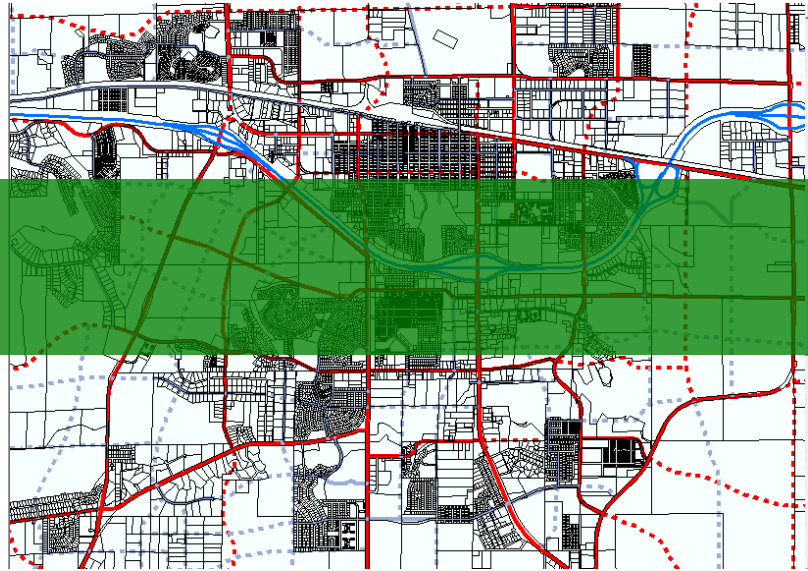
Construct detectable warning devices to neat lines and grades. Avoid crossing concrete joints. Where this cannot be avoided, custom cut detectable warning material across the joint line so the joint can work without tearing the detectable warning material. Make the valleys of the detectable warning material flush with the adjacent pavement. Replace any treatments which fail to fully bond to adjacent surfaces.

MEASUREMENT and PAYMENT:

Detectable warning devices are incidental to the pay item sidewalk.

11-04-04

Appendix E



Truck Route Information

employment, training and supervision of Adult School Crossing Guards.

D. Adult School Crossing Guards are authorized to stop traffic at locations where cross walks are painted upon City Streets to permit school children to cross those same streets.

E. No person shall willfully fail or refuse to comply with any lawful order or direction of any Adult School Crossing Guards, issued pursuant to the terms of this ordinance.

F. The Campbell County School District may authorize Student patrols to assist Adult Crossing Guards, and is responsible for the selection, employment, training and supervision of students for participation in Student patrols. Student patrols may be used to direct and control children at crossings near schools and to assist Adult Crossing Guards. Members of Student patrols have no authority to stop traffic or to direct vehicular traffic. (Ord. 2024, 1-16-96)

Article VI. TRUCK ROUTE.

§11-47. Definitions.

For the purpose of this article, the following words and phrases shall have the meanings as ascribed to them within this section:

- (a) **Deviating Truck** – a truck which leaves and departs from a truck route.
- (b) **Truck** – any commercial motor vehicle that has a gross vehicle weight rating (GVWR) of more than 26,000 lbs, or a gross combined weight rating (GCWR) of 33,000 lbs.
- (c) **Truck Route** – a way over public streets, as designated in this article, over and along which trucks must travel.
- (d) **Gross Vehicle Weight Rating (GVWR)** – the maximum amount of weight allowable as established by the manufacturer for the truck, equipment, payload, fuel and occupants.
- (e) **Gross Vehicle Weight (GVW)** – actual weight of the individual unit, such as a truck or tractor, including all equipment, fuel, and payload drive.
- (f) **Gross Combined Weight Rating (GCWR)** – the maximum amount of weight allowable, as established by the manufacturer, for the truck, trailer, equipment, payload, fuel, and occupants.
- (g) **Destination Point.** The location where a truck performs its commercial function, such as loading or unloading its contents.
- (h) **Trailer**-any vehicle defined as a trailer, semitrailer, pole trailer, or housetrailer under Wyoming law at W.S. § 31-5-102. (Ord No. 3161, 8-6-2001)

§11-48. Application of Article Provisions.

The provisions of this article shall apply to the operation of trucks within the City unless such provisions are in conflict with established State or Federal law. (Ord No. 3161, 8-6-2001)

§11-49. Streets designated for truck use.

The following streets within the City limits, are hereby established as truck routes:

- (a) Bypass Routes – Peripheral routes which shall be used in all instances by

trucks serving destination points outside the City limits.

1. Warlow Drive from HWY 14/16 east to corporate limits.
2. All of HWY 14/16 within the corporate limits.
3. All of HWY 59 within the corporate limits.
4. All of Interstate 90 within the corporate limits.
5. Highway 50.
6. Southern Drive.
7. Garner Lake Road.
8. Force Road.

(b) Intracity Routes – Truck routes which serve to provide a more direct route to destination points within the City limits.

1. 4-J Road from Southern Drive to Westover Road.
2. Westover Road from 4-J Road to Skyline Drive.
3. Lakeway Road from 4-J Road to HWY 59.

1. Boxelder Road from 4-J Road east to the corporate limits.
2. 1st street from Brooks Avenue to HWY 14/16.
3. Burma Avenue from HWY 14/16 to Warlow Drive.
4. Butler Spaeth Road south of Interstate 90. (Ord No. 3161, 8-6-2001; Ord. 3314, 5-3-2004; Ord. 3527, 12-17-2007)

§11-50. Truck traffic within the City limits.

The operation of trucks over any city street, which is not designated as a truck route, shall be permitted only for the purpose of reaching a point of destination by the shortest route, provided that:

(a) One destination point – All trucks having a single destination point shall proceed only over an established truck route, and shall deviate only at the intersection nearest the point of destination. A deviating truck shall return to the truck route by the shortest possible route.

(b) Multiple destination points – All trucks having multiple destination points shall proceed only over established truck routes, and shall deviate only at the intersection nearest the first point of destination. Upon leaving the first destination point, a deviating truck shall return to the nearest truck route in the same direct manner as it arrived, and proceed to other destination points by the shortest direction, and only over streets upon which truck traffic is allowed unless the distance to the next destination is less than the distance to the truck route. Upon leaving the last destination point, a deviating truck shall return to the truck route by the shortest permissible route. (Ord No. 3161, 8-6-2001; Ord. 3527, 12-17-2007)

§11-51. Exempt vehicles.

This Article shall not prohibit the following from traveling upon any city street:

1. Emergency vehicles
2. School buses
3. City owned vehicles or trucks
4. Trucks operating under the direction of a signed detour route. (Ord No. 3161, 8-6-2001)

§11-52. Enforcement.

The Chief of Police, or his appointee, shall have the authority to require the driver of any truck operating on the streets of the city, and which he has reason to believe is oversize or otherwise in violation of this Article, to proceed to a stopping place for verification of the truck's GVWR or GCWR, whichever is applicable, for compliance with this Article. (Ord No. 3161, 8-6-2001)

§11-53. Map maintenance authority.

The City Engineer shall keep and maintain accurate maps setting out truck routes and streets upon which truck traffic is permitted, to be known as the official Truck Route Map. The official Truck Route Map shall be available in the office of the City Engineer and shall be accessible on the City of Gillette web page. The City Engineer shall post appropriate signs. (Ord No. 3161, 8-6-2001; Ord. 3527, 12-17-2007)

§11-54. Truck and Trailer Parking.

(a) Neither Trucks nor trailers may be parked on City streets for more than 5 minutes at a time, except while performing their commercial service such as making a delivery or picking up items at a delivery point.

(b) Non commercial trailers may not be parked on a city street for longer than 24 hours. (Ord No. 3161, 8-6-2001)

§11-55. Load Restrictions for Designated Streets or Structures.

No person shall operate any truck upon any street or structure within the City in violation of any sign erected pursuant to §11-3 of the G.C.C. which sets specific weight limits for that street or structure. (Ord No. 3161, 8-6-2001)

§11-56 Jake Brakes Prohibited.

No person shall operate or use any vehicle engine compression brake or "jake brake" within the corporate limits of the City of Gillette. (Ord No. 3161, 8-6-2001)

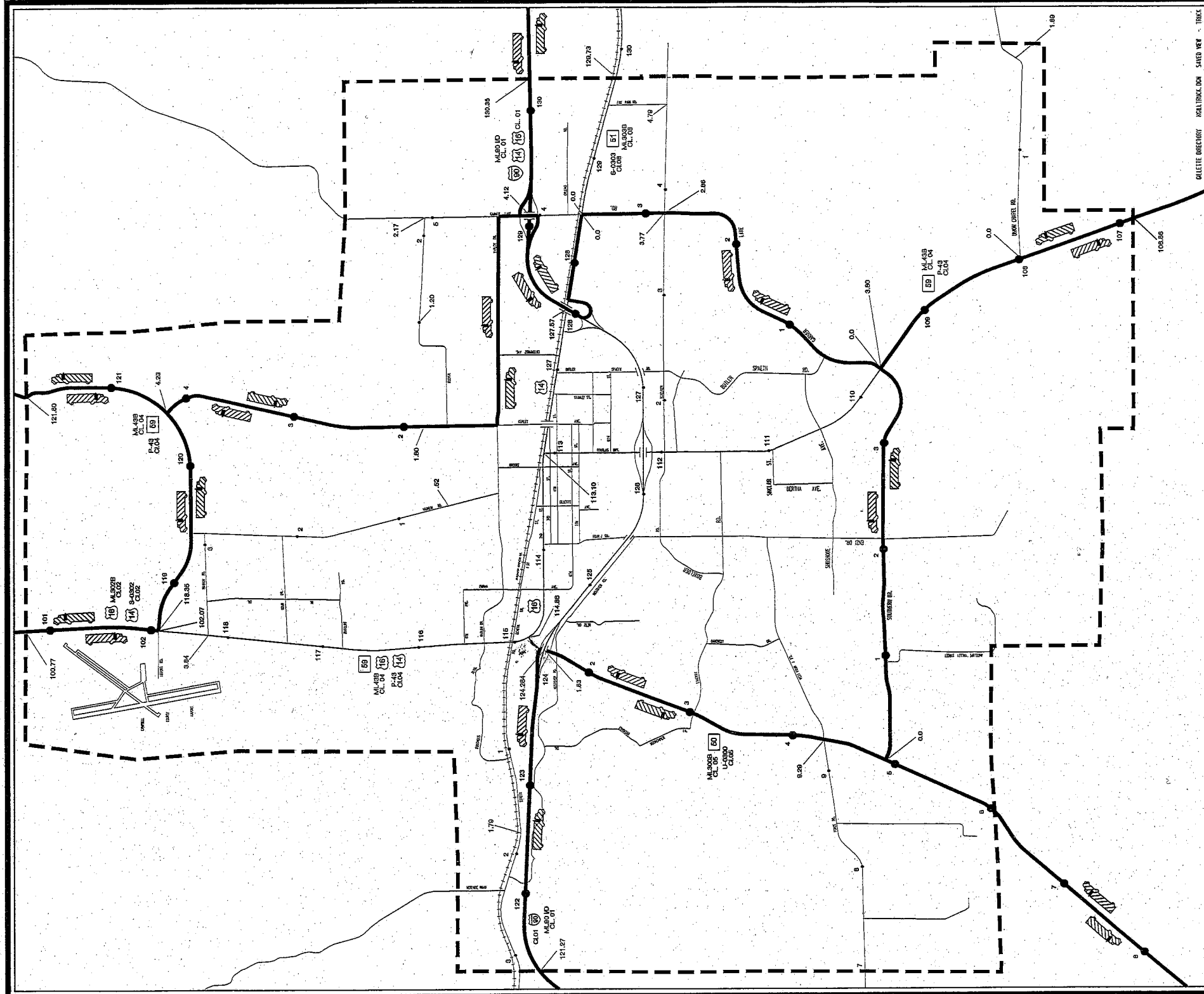
§11-57. Violation penalty.

It is unlawful for any person to operate or cause to be operated any truck within the city in violation of this Article. (Ord No. 3161, 8-6-2001)

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16-17 FEET WEST BOUND
REFERENCE MARKERS
DISCLAIMER: General guidance ONLY
Contact your PERMIT ISSUING AUTHORITY

DRAFT
TRUCK ROUTES
GILLETTE
CAMPBELL COUNTY
WYOMING